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CENTRAL INTELLIGENCE AGENCY

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COUNTRY	USSR	REPORT NO.	<div></div> 50X1
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Comment. Gorem has been previously reported as Glavnyy otdel remontnykh masterskikh (Chief Section of Repair Shops). 50X1

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COUNTRY USSR

DATE DISTR. 22 April 1955

SUBJECT Forward Repair and Reconstruction Train  
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Organization and Functions

1. The Forward Repair and Reconstruction Train No. 11 (Golovnoy Remontno-vostanovitelny Poyezd #11), hereafter referred to as GOREM No. 11, the official and popular abbreviation, was subordinate to the Ministry of Rail Transportation. Its duties were limited to capital repairs and new construction work anywhere on the Soviet railroad system. GOREM was loaned out to various railroad route sections for a specific job, and, upon completion of that job, was reassigned by the Ministry.
2. During World War II, GOREM No. 11 was a military railroad engineering unit with its own weapons. It advanced with the front and repaired or rebuilt railbeds, bridges, and various railroad installations which had been destroyed by the retreating Germans.  50X1  
GOREM No. 11, it still was considered a para-military organization inasmuch as its employees were immune from conscription into military service and they received an additional 35% to their basic wages as compensation for the fact that they were subject to transfer to any part of the Soviet Union. However, GOREM was not run along military lines.  50X1
3. GOREM No. 11's personnel were divided into two classes, a permanent cadre consisting of management and technical personnel, and the semi-skilled and unskilled laborers. All of the laborers were under a one-year contract to GOREM No. 11. The number of workers it employed at a given time fluctuated according to the size of the current job. Therefore, it did not have an established T/O.  estimated that at least 70% of GOREM employees were temporary, i.e., under a one-year contract.  50X1

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## 4. The permanent cadre of GOREM included the following:

Chief (a lieutenant colonel in the railroad troops)	1
Chief engineer	1
Engineers	3
Brigadiers (there were also contract brigadiers)	3 or 4
Technicians	5
Accountant	1
Quota setter (normirovshchik)	1
Chief of Personnel Section and assistant	1
Assistant to Chief of Personnel Section	1

## 5. Following is an enumeration of brigades in GOREM No. 11:

- a. One line (puteyniy) brigade whose function it was to install tracks, rail, and ballast. This brigade was made up of about 50 men. [ ] does not know any of the details of its work. 50X1
- b. Two construction (stroitelniy) brigade. This brigade did all construction work, including barracks construction for GOREM No. 11 workers, at the site. Each brigade consisted of about 40 to 50 men. 50X1
- c. One general work (raznorabochiy) brigade which was assigned wherever needed. It was made up of 25 to 30 men.
- d. One excavating (ekskavatorskiy) brigade which did all sorts of excavating and ground leveling work.

6. GOREM No. 11 did not have any locomotives permanently assigned to it. Locomotives were requested from the local railroad authority whenever needed. [ ] that GOREM No. 11 had 40 to 50 railroad cars, most of which were used for living quarters. It also had one car which was used as a forge; one which contained a coal-fed generator; one which was used as a machine shop which contained two metal lathes, one press drill, and one threading lathe; three or four cars which were used as storage sheds for portable tools; and one which served as an office. [ ] how much of the above equipment was permanently assigned to GOREM No. 11 and how much was only assigned to it for the job, but was sure that the type and amount of equipment varied according to the job. 50X1

Work Performed by GOREM No. 11 in 1948.

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7. [ ] it was assigned to the Moscow-Donbas Railroad and was building a coal unloading and storage area (ugolnaya estakada) at Moskva Tovarnaya, the terminal freight yards of the Moscow-Donbas Railroad. 1
8. In September or October 1948, upon completion of the above job, about half of the GOREM No. 11 crew was sent to the town of Ozherelye (N 54-47, E 38-17) about 100 kilometers south of Moscow to "enlarge the station's facilities". The nucleus of this group was the excavating brigade which had two steam shovels for the job. The main project was to build a new gravity hump classification yard. [ ] 50X1  
[ ] they were still leveling the ground. 50X1  
[ ] could not estimate the size of the classification yard to be built. 50X1

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9. The other half of GOREM No. 11 was sent to Kashira (N 45-50, E 38-12) about 90 kilometers south of Moscow to construct a steel and concrete building for "hydro-mechanization" (gidro-mechanizatsiya). [redacted] not explain the meaning of hydro-mechanization nor could he explain the purpose of the building. This building was being built in the town of Kashira on the south side of the Oka River, about 20 meters from the river and 50 to 100 meters east of the road bridge. At the time [redacted] only the foundations of this building had been built and he could not determine what the building was to be used for. He estimated that the dimensions of the building were 10 to 15 meters by 25 to 30 meters. 50X1
10. While most of GOREM No. 11 was working at Kashira and Ozherelye, the line brigade did repairs on the main line between Biryulevo (N 55-35, E 37-39) and Kashira. [redacted] he could not estimate the extent of their work except that they were repairing the road bed and laying new tracks and ties. 50X1
11. A rumor circulated among GOREM No. 11 employees that, upon completion of work at Ozherelye and Kashira, GOREM No. 11 would be transferred to work on the Turkmen Canal. 50X1

Recruitment of GOREM Contract Workers

11.

12. [redacted] GOREM No. 3 was also located in the Moscow area but had no further information on it. 50X1

1. [redacted] Comment: [redacted] detailed report on the construction of the coal-unloading and storage installation at Moskva Tovarnaya. 50X1

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